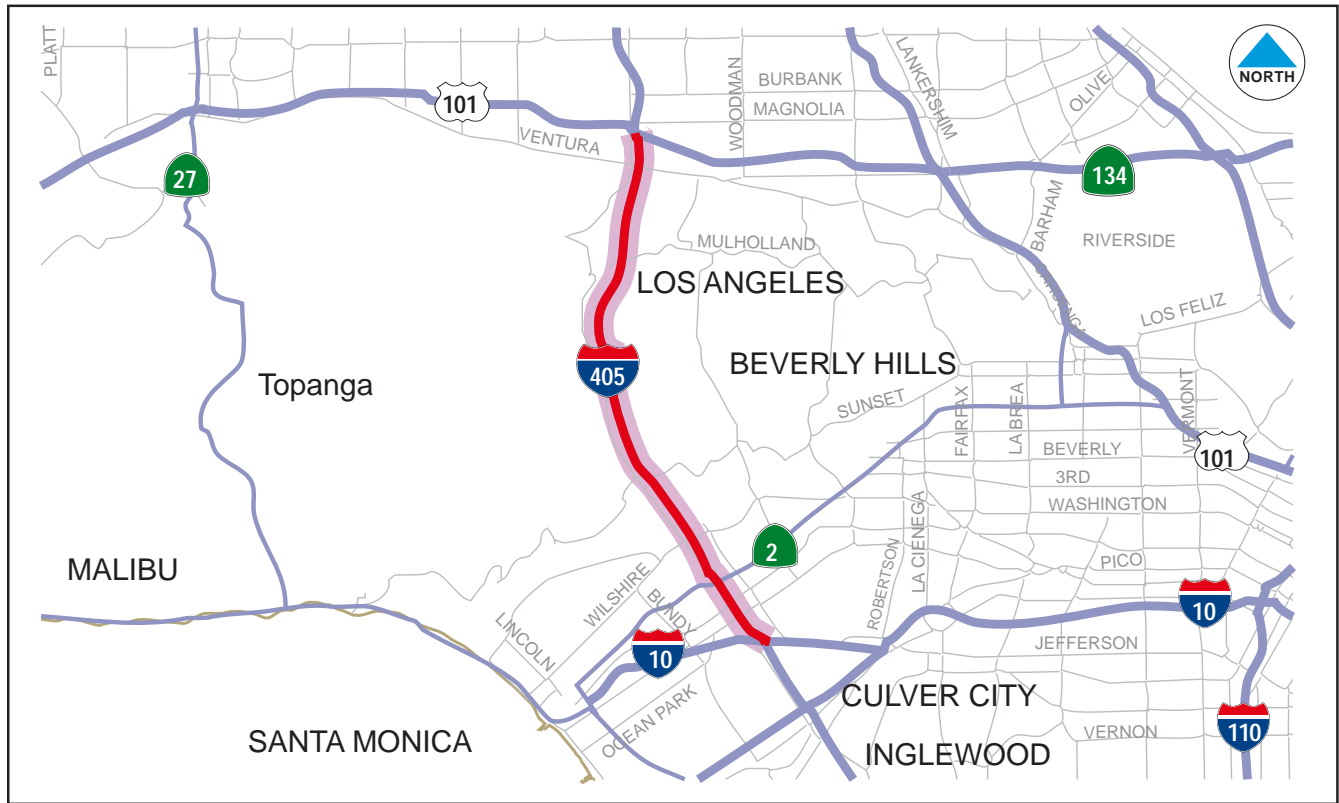


ROUTE 405

Add Northbound HOV Lane Over Sepulveda Pass, Route 10 to 101

TCRP PROJECT # 39
District-07 E.A: 12030
Co-Rte-KP 47.48/63.57(PM 29.5/39.5)



I. Purpose & Need:

This section of Route 405 is heavily congested with Average Daily Traffic (ADT) of 331,000. Existing traffic in the project area is mostly stop and go throughout the day. The purpose of this project is to improve overall operating conditions of the facility by relieving congestion.

The existing freeway within the project limits consists of five mix-flow lanes with no HOV lane. HOV lane exists north of the project limit and project is already programmed to add HOV lane south of the project limit. This project will provide continuous HOV system on Route 405 by closing the gap.

Scope of Transportation Improvements.

The scope of the project is to widen freeway and construct HOV lanes on Route 405. In interim, the scope of the project is to provide for one HOV lane, five mix flow lanes, and one auxiliary lane on northbound Route 405. The Transportation Concept Report (TCP) recommends this section of the Route 405 to be improved with full standard 6 mix-flow lanes in each direction and 2 HOV lanes in each direction

II. Benefits

Transportation benefits - This project will ease congestion and increase the traffic flow on 405 by adding an HOV lane. It will provide a continuous HOV lane in LA County. MTA and the Public support this project.

III. Cost
Comparison of programmed capital and support budgets against estimate at completion

Fund Source	Programmed Amount (capital plus support)	Additional Funding Needs (if any)	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
RTIP/ITIP, Measure, Private Funding		\$350 Million - \$1Billion	RTL, R/W Cert., CCA
ITIP			
Grandfathered STIP			
SHOPP			
Measure			
RSTP			
CMAQ			
TCRP	\$90 Million		PA&ED, PS&E w/o R/W Cert.
Total	\$90 Million	\$350 Million - \$1Billion	

IV. Project Issues

The schedule does not reflect the implementing agency's plan to phase the construction into several stages. The construction staging plans will be developed in the first project phase (PA&ED). Therefore, the end schedule for the next phase (PS&E phase) will be completed several years after the end date depending on the number of construction stages identified.

The number of stages, the scope of each stage, and the estimated associated costs for each stage will be fully studied and determined during the PA&ED phase. The schedule (start, end, and duration) for the next phase (PS&E) will also be more accurately determined after the completion of the first phase study. The first phase study will not only identify the scope and schedule of each stage, but also will ensure that the construction of the first stage will begin by July 2006 as identified in the legislation

PROJECT SCHEDULE
Total Estimated Cost of Project: \$350 million to \$ 1 billion plus

